

# LOCAL NOTICE TO MARINERS

U.S. Department  
of Transportation

United States  
Coast Guard

## MONTHLY EDITION

**ISSUED BY: COMMANDER ELEVENTH COAST GUARD DISTRICT (POW)**

Coast Guard Island, Building 50-6, Alameda, California 94501-5100

Telephone: Day: (510) 437-2976 24 Hour FAX: (510)437-5836

**For subscription information and other questions, comments and suggestions, call (510) 437-2976.**

**Boating Safety Classes or Information: 1-800-869-SAIL (7245)**

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**OR**

**FTP://ftp.navcen.uscg.mil**

**BROADCAST NOTICE TO MARINERS** - Information concerning aids to navigation and waterways management promulgated by BNM 0353/97 to BNM 0373/97 have been incorporated in this notice if still significant.

**LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 1996 Edition**

### USE OF THE LOCAL NOTICE TO MARINERS

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Eleventh Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

## I. SPECIAL NOTICES

### **OMEGA STATUS AS OF 06 MAY 1997**

All Omega Stations are on-air. Omega status recording : Phone number (703) 313-5906.  
LNM 19/97 dated 06 May 1997.

### **LORAN-C STATUS AS OF 06 MAY 1997**

Loran-C Stations for 8290/9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707)765-7590.  
LNM 19/97 dated 06 May 1997.

### **D-GPS STATUS AS OF 01 APRIL 1997**

All dGPS sites are on air. Point Blunt is scheduled to be off-air from 1000T to 1200T on 09 June 1997. Pigeon Point is scheduled to be off-air from 1000T to 1200T on 02 June 1997. For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707)765-7612/7613.  
LNM 19/97 dated 06 May 1997.

## Special Notices (cont'd)

### USE OF GPS FOR ELECTRONIC POSITION FIXING

In the Federal Register dated March 23, 1994 [59 FR 13757-59], the U.S. Coast Guard announced that Global Positioning System (GPS) receivers met the carriage requirements for electronic position fixing devices as required in Title 33, Code of Federal Regulations, Part 164.41(a)(2) [33 CFR 164.41(a)(2)]. Because of the number of inquiries regarding the use of GPS for position fixing, we are re-advertising this item of interest. Copies of the Federal Register notice are available from the Coast Guard's Navigation Center:

Internet (<http://www.navcen.uscg.mil/gps/ggeninfo/IOC-CAR.TXT>);  
Bulletin Board Service (703)313-5910;  
Fax on Demand (703)313-5931/5932;  
Boating Safety Hotline (800)368-5647.

LNM 19/97 dated 06 May 1997.

### OMEGA RADIONAVIGATION SYSTEM TERMINATION

The Coast Guard intends to terminate its involvement in the worldwide Omega Radionavigation System on 30 September 1997. This will include closure of the two stations located in the U.S. (Lamoure, North Dakota and Haiku, Hawaii) and termination of the existing bilateral agreements with the six partner nations (Argentina, Australia, France, Japan, Liberia, and Norway).

The Omega navigation system primarily serves aviation and weather users. The Department of Transportation recently completed its review of Omega navigation requirements and notified the U.S. Coast Guard that most users will complete their conversion to Global Positioning System technology by September 1997.

For further information contact Mr. Stewart Shoulta, Radio Aids Division (G-OPN-3), U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, D.C. 20593-0001, or phone (202) 267-6052.

LNM 19/97 dated 06 May 1997.

### dGPS USER SAFETY ADVISORY

The Coast Guard Navigation Information Service (NIS) recently received reports of dGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. In accordance with international and industry standards [RTCM SC104], the USCG dGPS broadcast sets a satellite correction to the defined "do-not-use" value of 10485.76 meters if broadcast integrity checks indicate there is a problem with that satellite's correction. Reports indicate some user equipment does not properly recognize this "do-not-use" correction flag and instead erroneously processes it as a correction. This can result in position errors as large as 15,000 meters while the receiver is in dGPS mode. Users should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

LNM 19/97 dated 06 May 1997.

### SHIP ROUTING STUDY

A two year ship movement study is currently in progress for the Naval Air Warfare Center, Point Mugu Sea Test Range. This study is being conducted to determine the amount and type of shipping traffic transiting the Sea Test Range (STR). Information obtained from participating vessels will be utilized to determine the frequency of transit and most frequently utilized transit routes. Results of the study may be used to enhance the safety of all vessels transiting through or maneuvering within the STR and to formulate the most advantageous transit routes that least impact missile firing operations. Vessel cooperation and assistance is requested in this effort by asking that the following information be provided prior to entering the STR:

- A. Vessel name, flag and radio call sign,
- B. Vessel type and gross tonnage,
- C. Vessel engine type and type of fuel used,
- D. Last port of call/Next port of call,
- E. ETA at Sea Test Range and ETD from Sea Test Range,
- F. Route through the STR (N, S, E or W)

Vessels are requested to contact PLEAD Control on 5081.5 Hz (5080Hz) or 3238.5 Hz (3237Hz). Commercial/cellular phone (805) 989-8841. Prior to arrival on the STR or when leaving port, the above information may also be faxed to Mr. S. Robinson at (805) 488-3582.

LNM 19/97 dated 06 May 1997.

### DISCREPANCY REPORTS OF THE MARINE d-GPS

The U.S. Coast Guard is in the Initial Operational Capability (IOC) phase of the marine dGPS service. During IOC, the dGPS service is available for positioning and navigation. However, users are always cautioned to use all available navigation tools to ensure proper evaluation of position solutions. During this IOC phase, system validation tests are being conducted, procurement and installation of the next generation of transmitters is being pursued, the control station software is being upgraded, and other problems identified during the pre-operational and IOC phases are being resolved. To facilitate the evaluation and development of the final dGPS service, reports of dGPS discrepancies are highly beneficial. To ensure timely and complete information, user discrepancy reports are required in the following format:

- A. Date of Report
- B. Reporting Source
- C. Reporting Source Phone Number (Day/Night)
- D. Reporting Source Position/General Geographic Location
- E. Date/Time of Event
- F. Duration of the Occurrence
- G. Reporting Source Activity
- H. Environmental Conditions (Weather)
- I. Bearing and Range to Electrical Storm
- J. DGPS Broadcast Site Used
- K. Type of DGPS Receiver Used
- L. Problem DGPS Receiver Indicated
- M. Other Receiver Indications
- N. DGPS Beacon Signal Strength Observed
- O. DGPS Beacon Signal to Noise Ratio Observed
- P. Does Receiver Operate Correctly With Other DGPS Sites
- Q. Does Receiver Function Properly in GPS Mode of Operation
- R. Comments

## Special Notices (cont'd)

This information can be sent in the following ways:

(1) via mail to: Commanding Officer/NIS, 7323 Telegraph Rd., Alexandria, VA 22315-3998

(2) via message to: COGARD NAVCEN ALEXANDRIA VA//NIS//

(3) via FAX to: (703) 313-5920

(4) via E-mail: nisws@smtp.navcen.uscg.mil

(5) or, by calling the NIS watchstander at: (703) 313-5900

For the current status of dGPS broadcast sites or if you require additional information contact the NIS watchstander at the above number.

LNM 19/97 dated 06 May 1997.

## II. DISCREPANCIES / DISCREPANCIES CORRECTED

DISCREPANCIES: (bold type and \* denote new information since last LNM)

LLNR	NAME OF AID	STATUS	AFFECTED REF.	BNM	LNM
5.00	POINT LOMA LIGHT	RED INTENSITY/OBSCURED	18740	0043-95	46/95
177.00	NOAA ENVIRONMENTAL LB EB 46045	EXTINGUISHED	18740	0198-97	10/97
510.00	NOAA ENVIRONMENTAL LB EB 46006	EXTINGUISHED	18620	0372-94	18/94
1605.00	SHELTER ISLAND YACHT BASIN BUOY 7	OFF STATION	18773	0243-97	13/97
2054.00	SWEETWATER CHANNEL LIGHT 4	MISSING	18773	N/A	15/97
2056.00	SWEETWATER CHANNEL LIGHT 6	MISSING	18773	N/A	15/97
2235.00	CHULA VISTA CHANNEL DAYBEACON	DAMAGED	18773	N/A	15/97
2800.00	ANAHEIM WEST JETTY LIGHT 5	BURNING DIM	18749	0341-97	18/97
2805.00	ANAHEIM EAST JETTY LIGHT 6	BURNING DIM	18749	0341-97	18/97
2830.00	ALAMITOS BAY EAST JETTY LIGHT 2	BURNING DIM	18749	0341-97	18/97
2835.00	ALAMITOS BAY WEST JETTY LIGHT 1	BURNING DIM	18749	0341-97	18/97
3290.00	CABRILLO BEACH LAUNCH RAMP NORTH LT	EXTINGUISHED	18751	0696-96	39/96
4275.00	HORSESHOE BAY E BREAKWATER LT	EXTINGUISHED	18649	N/A	15/97
4302.00	SAN FRANCISCO WEST YACHT HBR LB 3	MISSING	18649	N/A	06/97
4780.00	BALLENA BAY LIGHT 1	IMPROPER CHARACTERISTIC	18649	0285-97	16/97
5790.00	MOLATE POINT WHARF SOUTH END LT	EXTINGUISHED/FOG SIGNAL INOP	18649	0007-97	02/97
7240.00	SACRAMENTO RIVER DWSC LT 16	EXTINGUISHED	18661	0251-97	14/97
7555.00	SACRAMENTO RIVER DWSC LT 74	EXTINGUISHED	18662	0255-97	14/97
7920.00	BODEGA BAY DAYBEACON 29	DAMAGED	18643	0286-97	17/97
8420.00	LAKE TAHOE BUOY 6	OFF STATION	18665	N/A	15/97
8445.00	LAKE TAHOE BUOY 16	MISSING	18665	N/A	15/97
8450.00	LAKE TAHOE BUOY 18	MISSING	18665	N/A	16/97
8500.00	LAKE TAHOE BUOY 32	MISSING	18665	N/A	15/97
8515.00	LAKE TAHOE BUOY 38	MISSING	18665	N/A	15/97
8520.00	LAKE TAHOE BUOY 40	MISSING	18665	N/A	15/97

### DISCREPANCIES CORRECTED:

135.00	LOS ANGELES LIGHT	WATCHING PROPERLY	18749	0351-97	18/97
4910.00	LASH TERMINAL APPROACH LTD BUOY 3	RESET/RELIGHTED	18649	0345-97	18/97
6585.00	SUISUN BAY LIGHTED BUOY 30	RELIGHTED	18656	0350-97	18/97
7180.00	SACRAMENTO RIVER DWSC LIGHT 3	RELIGHTED	18661	0352-97	18/97

## III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

TEMPORARY CHANGES: (bold type and \* denote new information since last LNM)

LLNR	NAME OF AID	STATUS	AFFECTED	BNM	LNM
0.00	SAUSALITO CHANNEL LIGHTED BUOY WRI	TEMPORARILY ESTABLISHED	18649	0798-96	43/96
2470.00	NEWPORT BAY CHANNEL LIGHT 11	TRLB	18754	0597-95	24/95
2800.00	ANAHEIM WEST JETTY LIGHT 5	FOG SIGNAL TEMP DISCONTINUED	18749	0341-97	18/97
2835.00	ALAMITOS BAY WEST JETTY LIGHT 1	FOG SIGNAL TEMP DISCONTINUED	18749	0341-97	18/97
3221.00	RESERVATION POINT NORTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
3222.00	RESERVATION POINT MIDDLE BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
3223.00	RESERVATION POINT SOUTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
4606.00	OAKLAND HBR BAR CHAN LB 2	TEMPORARILY RELOCATED	18649	1154-95	50/95
4630.00	OAKLAND OUTER HARBOR LIGHTED BUOY 1B	TEMPORARILY RELOCATED	18649	0235-96	38/95
4645.00	OAKLAND OUTER HARBOR LIGHTED BUOY 3	TEMPORARILY RELOCATED	18649	1229-95	38/95
4650.00	OAKLAND OUTER HARBOR LIGHTED BUOY 5	TEMPORARILY RELOCATED	18649	1229-95	38/95
8035.00	TOMALES BAY BUOY 3	TRUB	18643	0247-97	14/97

### TEMPORARY CHANGES CORRECTED:

3109.00	LOS ANGELES CHANNEL APPROACH LB 5	REESTABLISHED	18749	0348-97	18/97
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## IV. CHART CORRECTIONS

**EXPLANATION OF FORMAT** - Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. Related charts, if any, have their own corrections which in turn pertain to a single chart only. The following example explains the individual elements of a typical correction:

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners
18649	53rd ed.	5/6/89	Last LNM 35/89	NAD 83	(CGD11)	37/89
(Temp)	CA - San Francisco Bay - General location Add	Embonee Channel Light 1	FI R 2.5s 7M			
						37_48'00"N, 122_15'00"W
	Corrective action	Object of corrective action				Position

(Temp) located below the chart number indicates that the corrective action is temporary. Courses and bearings are given in degrees clockwise from 000° True. Bearings of light sectors are toward the light from seaward. The nominal range of a light is expressed in nautical miles, (e.g. 7M).

## V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - AID ESTABLISHMENT** - The U.S. Coast Guard will establish two lights in San Diego Bay to mark the North Island Shallow Water Habitat. These lights will mark the rock structures located outside the Main Channel in the vicinity of North Island Light 4. The lights to be established are: North Island Shallow Water Habitat Light A (LLNR 1616), FI W 4s, 15ft, 4M, "A" in position 32°42'09"N, 117°13'30"W; and, North Island Shallow Water Habitat Light B (LLNR 1617), FI W 4s, 15ft, 4M, "B" in position 32°42'16"N, 117°13'23"W. The lights will be established in **May 1997**. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LCDR Anne Burkhardt, or call (510) 437-2978.  
Chart: 18773 LNM 51/96 dated 17 December 1996

**SOUTHERN CALIFORNIA - AID CHANGE** - The Coast Guard will change the light characteristics and nominal ranges of the following aids:

Aid:	Characteristic:	New Nominal Range:
Santa Catalina Island East End Light (LLNR 2605)	FI W 6s	10M
Long Point Light (LLNR 2625)	FI W 4s	10M
San Nicolas Island North Side Light (LLNR 2595)	FI W 6s	10M

Any questions or comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.

Charts: 18720, 18728, 18740, 18746, 18755, 18757, 18762, 18763, 18764, 18774 LNM 10/95 dated 07 March 1995.

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - AID ESTABLISHMENT** - The U.S. Coast Guard will establish a range in Los Angeles Main Channel in **May 1997**. The range will mark the centerline of the realigned channel due to the Pier 400 dredging and landfill project. The Front Light will be established in position 33°43'09.6"N, 118°16'17.1"W with a fixed yellow light. The Rear Light will be established in position 33°43'10.9"N, 118°16'20.0"W with a 6 second isophase yellow light. Comments may be directed to Commander (Pow), Coast Guard Island, Bldg. 50-6, Alameda CA 94501-5100, Attn: LCDR Anne Burkhardt, or call (510)437-2978.

Charts: 18749, 18751 LNM 10/97 dated 04 March 1997

**NORTHERN CALIFORNIA - MILE ROCKS - AID CHANGE** - The U.S. Coast Guard will increase the nominal range of Mile Rocks Light (LLNR 365) from 15 NM to 16 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.

Chart: 18680 LNM 50/96 dated 10 December 1996.

**NORTHERN CALIFORNIA - CRESCENT CITY - AID CHANGE** - The U.S. Coast Guard will increase the nominal range of Crescent City Entrance Light (LLNR 550/8370) from 11 NM to 12 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.

Chart: 18603 LNM 50/96 dated 10 December 1996.

## VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

**SOUTHERN CALIFORNIA - LONG BEACH HARBOR - AID CHANGE** - The U.S. Coast Guard proposes to permanently reduce the intensity of the Long Beach Breakwater East End Light sound signal from 1/2 NM to 1/4NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.

Chart: 18749 LNM 09/97 dated 25 February 1997

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - AID DISCONTINUANCE** - The U. S. Coast Guard proposes to discontinue Los Angeles Main Channel Lighted Buoy 15 (LLNR 3151). The shoal marked by this buoy is being dredged and the buoy will no longer be required. Comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.

Chart: 18751 LNM 13/97 dated 18 March 1997

## Proposed Changes (cont'd)

**SOUTHERN CALIFORNIA - SANTA BARBARA HARBOR - AID DISCONTINUANCE** - The U. S. Coast Guard proposes to discontinue Santa Barbara Light (LLNR 195) **by the end of September 1997**. Comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg David Husted, or call (510) 437-2969.  
Charts: 18720, 18725 LNM 19/97 dated 06 May 1997

**NORTHERN CALIFORNIA - HUMBOLDT BAY - AID CHANGE** - The U.S. Coast Guard proposes to replace the following buoys in Hookton Channel with lighted piles: Hookton Channel Lighted Buoy 1 (LLNR 8280), Lighted Buoy 5 (LLNR 8305), Lighted Buoy 6 (LLNR 8310), Lighted Buoy 12 (LLNR 8340) and Lighted Buoy 13 (LLNR 8345). Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.  
Charts: 18620, 18622 LNM 11/95 dated 14 March 1995

## VII. GENERAL INFORMATION

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - ENVIRONMENTAL REVIEW** - The U.S. Coast Guard is conducting an environmental review prior to taking action on a marine event permit application for the following marine event: The Coronado 4<sup>th</sup> of July Association intends to hold the "1997 Fourth of July Celebration" on Glorietta Bay-Coronado, California. The events will take place **from 1300T to 1630T on 28 June, 01 July, and 3 July 1997** for rehearsals; and, **from 1300T to 1630T and from 2000T to 2200T on 04 July 1997** for display. Send comments to Commander, U.S. Coast Guard Activities San Diego, 2710 N. Harbor Drive, San Diego, CA 92101, or fax (619) 683-6314.  
Chart: 18773 LNM 19/97 dated 06 May 1997

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - DREDGING** - R. E. Staite Engineering will be conducting dredging operations in San Diego Bay **through 31 May 1997** near Naval Air Station North Island Pier JK, south of a line between positions: 32°43'03"N, 117°11'36"W; and, 32°42'50"N, 117°11'58"W. The Barge *JUDY ANN* will be onscene. Dredging will be conducted only at night, however equipment may be onscene 24-hours per day.  
Chart: 18773 LNM 05/97 dated 28 January 1997

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - DIVING OPERATIONS** - The U.S. Navy conducts diving operations Tuesday through Thursday weekly in the vicinity of North Island in San Diego Bay. Operations involve inert minefields and other submerged objects and are limited to within 500 yards of the following positions: Area VSW1- 32°40.9'N, 117°12.4'W, and VSW2- 32°35.9'N, 117°08.4'W. Operations are conducted during daylight hours, and additionally at night on Wednesdays.  
Chart: 18773 LNM 10/97 dated 03 March 1997

**SOUTHERN CALIFORNIA - SAN DIEGO - OUTFALL CONSTRUCTION** - Fletcher General Constuction will be conducting operations at the San Diego South Bay Outfall Project **through 31 May 1997**. One work site will be at the outfall approximately 3NM offshore at the U.S.-Mexico boarder. The second site is in South San Diego Bay at the Sweetwater Channel. Vessels on scene at both sites will monitor Channels 16 and 66 VHF-FM.  
Charts: 18765, 18773 LNM 07/97 dated 11 February 1997

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - SCIENTIFIC RESEARCH OPERATIONS** - As part of a biological research project, Scripps Institute of Oceanography has deployed research equipment at seven locations throughout San Diego Bay. Each location is marked with a surface float with white reflective material. The equipment will remain in place for approximately two months in the following positions: 1) 32°36'30"N, 117°07'15"W, 2) 32°38'37"N, 117°07'21"W, 3) 32°39'22"N, 117°07'45"W, 4) 32°42'29"N, 117°10'18"W, 5) 32°43'27"N, 117°12'00"W, 6) 32°43'00"N, 117°13'14"W, 7) 32°41'00"N, 117°13'35"W.  
Chart: 18773 LNM 43/96 dated 22 October 1996

**SOUTHERN CALIFORNIA - OCEANSIDE HARBOR - SHOALING** - Due to severe shoaling at the entrance to Oceanside Harbor, two red unlighted buoys, 4A and 6A, have been temporarily established at the entrance to mark safe water. The red buoys are set in approximately 12 feet of water at MLLW. A green unlighted buoy, 5A, has been temporarily established between buoys 5 and 7. Due to continuously changing shoaling conditions, mariners should exercise caution when transiting this area.  
Chart: 18774 LNM 09/97 dated 25 February 1997

**SOUTHERN CALIFORNIA - NEWPORT BAY - DREDGING** - Soli-Flo will be conducting dredging operations at the Newport Dunes Marina in Newport Bay. Operations will take place Monday through Saturday from 0700U to 1900U **through 30 June 97**. The Dredge *TERRA-FLO* will be onscene and will monitor Channels 80 and 16 VHF-FM  
Chart 18754 LNM 50/96 dated 10 December 1996

**SOUTHERN CALIFORNIA - NEWPORT BEACH - DREDGING** - Soli-Flo is conducting emergency dredging between the Pacific Coast Highway Bridge and Newport Dunes Marina. A dredge, dump scow, tugboat, and three dredge tenders are onscene and will monitor Channels 7, 9, and 16 VHF-FM.  
Chart: 18754 LNM 02/97 dated 07 January 1997

**SOUTHERN CALIFORNIA - ANAHEIM BAY - DREDGING** - Manson Construction will be conducting dredging operations from the San Gabriel River to Newport Beach **through 30 May 1997**. The work, consisting of dredging sand from an offshore borrow site 1 mile from the entrance channel to Anaheim Bay and replenishing the beach in front of Surfside-Sunset Colonies, will take place 24 hours a day, seven days a week. The Dredge *MR MANSON* (call sign WBO 2684), and Dredge Tenders *WORKHORSE* (call sign WBQ 3497) and *FRANKIE B* (call sign WBQ 2698) will be onscene and will monitor Channels 16 and 67 VHF-FM. Floating, submerged, and shore pipelines will be used to transport the dredge material. Mariners are requested not to pass between the dredge and the adjacent shore.  
Chart: 18754 LNM 02/97 dated 07 January 1997

## General Information (cont'd)

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - DREDGING** - Manson Construction will be conducting dredging operations to widen the West Basin Entrance at the Port of Los Angeles. Dredges will be onscene between Berths 97 and 102 of the West Basin **through 03 September 1997**. Material scows will be transiting to and from the Shallow Water Habitat disposal site with dredged materials.  
Chart: 18751 LNM 09/97 dated 25 February 1997

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - VIBRACORE SAMPLING** - Kinnetic Laboratories will be conducting vibracore sampling in the Los Angeles Main Channel from **through 15 May 1997**. The Research Vessel *D. W. HOOD* will be onscene at a three-point moor during daylight hours and will monitor Channels 13 and 16 VHF-FM. Mariners are cautioned to not pass between the vessel and the mooring system.  
Chart: 18751 LNM 13/97 dated 18 March 1997

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - VIBRACORE SAMPLING** - Fugro West, Inc. will be conducting vibracore sampling in the Los Angeles Main Channel Turning Basin north of the Vincent Thomas Bridge **through 09 May 1997**. The Research Vessel *RANGER* will be onscene at a three-point moor near berths 96-100, 221-224, 170-172, 167-169, and 150-154, 24-hours per day, and will monitor Channels 13 and 16 VHF-FM. Mariners are cautioned to not pass between the vessel and the mooring system.  
Chart: 18751 LNM 15/97 dated 08 April 1997

**SOUTHERN CALIFORNIA - VENICE BEACH - TRESTLE CONSTRUCTION** - Fletcher General will be constructing a trestle parallel to the Venice Pier **through December 1997**. There are currently no plans to use floating equipment during the construction of this trestle.  
Chart: 18744 LNM 02/97 dated 07 January 1997

**SOUTHERN CALIFORNIA - PIERPONT BAY - VENTURA - HAZARD TO NAVIGATION** - Approximately 500 feet of the Ventura Pier has been destroyed. Numerous submerged pilings are in the vicinity and present a hazard to navigation. Mariners should transit the area with extreme caution.  
Chart: 18725 LNM 01/97 dated 30 December 1996

**SOUTHERN CALIFORNIA - SANTA MONICA BAY** - The U.S. Coast Guard is conducting an environmental review prior to taking action on a marine event permit application for the following marine event: The 1997 California Cup, described as an offshore series of sailboat races to be held off Santa Monica, California **from 1400T to 1700T on 23 May 1997 and from 1100T to 1800T on 24 and 25 May 1997**. There will be approximately 250 participants ranging in size from 65 feet to 70 feet in length. No spectator vessels are expected. Anyone wishing to submit comments for consideration during this review may mail them to: Commander, Coast Guard Group Los Angeles/Long Beach, 165 N. Pico Ave., Long Beach, CA 90802 or fax (310) 980-4414. Please identify the specific event the comments address. Comments must be received by 16 May 1997.  
Chart: 18744 LNM 16/97 dated 06 May 1997

**SOUTHERN CALIFORNIA - SANTA BARBARA CHANNEL - DIVING** - Oceaneering Technologies will be conducting diving operations on sub-sea well locations in Santa Barbara Channel **from 12 May to 30 May 1997**. The Derrick Barge *SAMSON* will be onscene at a four-point mooring at one of two locations: 1) 34°11'02"N, 119°23'19"W, or 2) 34°23'53"N, 119°35'10"W. Mariners are requested not to transit between the mooring cans and the vessel.  
Chart: 18703 LNM 19/97 dated 06 May 1997

**SOUTHERN CALIFORNIA - PORT SAN LUIS - DREDGING** - The Army Corps of Engineers will be conducting dredging operations in the San Luis Obispo sport launch basin **through 08 July 1997**. A skiff will be onscene to position the discharge line; all other dredging equipment will be on shore.  
Chart: 18703 LNM 19/97 dated 06 May 1997

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DREDGING** - The Army Corps of Engineers will be conducting dredging operations in the San Francisco Main Ship Channel **through 20 May 1997**. The Hopper Dredge *ESSAYONS* will be onscene and will monitor Channels 16 & 18 VHF-FM.  
Chart: 18649 LNM 12/97 dated 18 March 1997

**NORTHERN CALIFORNIA - PARADISE CAY - DREDGING** - Salt River Construction will be conducting dredging operations at Paradise Cay **through 15 May 1997**. Two temporary mooring piles will be in place at 37°54.9'N, 122°28.4'W. The Crane Barge *RTB*, the Tug *IRENE LAURITZEN*, and two mud scows will be onscene and will monitor Channels 13 and 78 VHF-FM.  
Chart: 18649 LNM 19/97 dated 29 April 1997

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - LOG BOOM INSTALLATION** - Aberthaw West has installed a temporary log boom across the slot west of Oyster Cove for pier removal. The boom will be in place **through approximately 08 July 1997**.  
Chart: 18652 LNM 15/97 dated 08 April 1997

**NORTHERN CALIFORNIA - RICHARDSON BAY - DREDGING** - Western Dock Enterprises will be conducting dredging operations at the Clipper Yacht Harbor in Richardson Bay **through 31 August 1997**. The Tug *MUDHEN* will be onscene and will monitor Channels 13, 14, and 79 VHF-FM. Dump scows will be transported to and from the Alcatraz Disposal Site with dredged materials.  
Charts: 18649, 18652, 18653 LNM 04/96 dated 23 January 1996.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN RAFAEL CREEK - DREDGING** - Western Dock Enterprises will be conducting dredging operations in San Rafael Creek southwest of San Pablo Bay Light 17 (LLNR 5970) **through 15 January 1998**. The dredge will be anchored and marked with yellow lighted buoys. The Tug *ELCIE M* will be onscene and will monitor Channels 13, 14 and 79 VHF-FM. The tug will be transiting to and from the San Pablo Disposal Site 10 with dredge scows. Operations are to take place 12 hours per day from Monday through Saturday.  
Chart: 18654 LNM 12/95 dated 21 March 1995.

## General Information (cont'd)

**NORTHERN CALIFORNIA - SAN RAFAEL CREEK - DREDGING** - Western Dock Enterprises will be conducting dredging operations at the Loch Lomond Marina at the San Rafael Creek **through 31 October 1998**. Operations will be conducted 12 hours per day, Monday through Friday. The Tug *ELCIE M* will be onscene and will monitor Channels 13, 14, and 79 VHF-FM. Barges will be moored southwest of San Pablo Bay Light 17.  
Chart: 18653 LNM 47/96 dated 19 November 1996.

**NORTHERN CALIFORNIA - CARQUINEZ STRAIT - DREDGING** - Salt River Construction will be conducting dredging operations at Glen Cove Marina **through 31 December 1997**. The Tug *IRENE LAURITZEN*, Crane Barge *BARBARA ANN*, and Mud Scow *DORTHY B* will be onscene and will monitor Channels 13 and 78 VHF-FM.  
Chart: 18657 LNM 41/96 dated 08 October 1996

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER - DREDGING** - Ross Island Sand and Gravel is conducting dredging operations 24-hours per day between the Port of Stockton and the Calaveras River in the Deep Water Ship Channel. Two crane barges are on scene and will monitor Channel 13 VHF-FM.  
Chart: 18661 LNM 10/97 dated 04 March 1997

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - SALINITY CONTROL GATES** - The California Department of Water Resources will stop operating its Suisun Marsh Salinity Control Gates, located 2.2 NM from the east end of Montezuma Slough **through 01 September 1997**. During this period, the stop logs will be removed and vessels can pass through the maintenance channel. The maintenance channel is located on the western side of the slough and provides 66 feet of horizontal clearance and 16 feet over the sill at MLLW. The passage will be marked with fixed red lights on piers on the west side and green fixed lights on the east side of the channel. Other parts of the structure are marked with fixed yellow lights. A shoal area exists along the east bank on both sides of the structure extending approximately 50 feet out from the existing levee. Marker buoys are in place to identify these shoal areas.  
Chart: 18661 LNM 07/97 dated 11 February 1997

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - ROCK BARRIERS** - Two agricultural rock barriers and a fish barrier are in operation in the delta area. One at the Middle River (37°53'08"N, 121°28'55"W), and the second at the Old River Near Tracy (37°48'35"N, 121°32'28"W). The fish barrier is at the head of the Old River (37°48'30"N, 121°19'37"W).  
Chart: 18661 LNM 19/97 dated 06 May 1997

**NORTHERN CALIFORNIA - STOCKTON RIVER DEEP WATER SHIP CHANNEL - DREDGING** - Dredging operations will be conducted in the Stockton Deep Water Ship Channel between Light 48 and the Port of Stockton **through 01 May 1997**. Dredges 10 and *BOBBY J* will be onscene and will monitor Channels 13 and 14 VHF-FM.  
Chart: 18661 LNM 11/97 dated 11 March 1997

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - DREDGING** - Dutra will be conducting dredging operations in the Sacramento Deep Water Ship Channel between Light 18 and Light 28 **through 30 May 1997**. Operations will be conducted 24-hours per day, seven days per week. The Dredge *HEADWAY*, and the Vessels *PATTI D* and *STEFFI J* will be onscene and will monitor Channels 13 and 14 VHF-FM. Mariners are requested to notify the dredge well in advance of transit to allow for passage.  
Chart: 18661 LNM 19/97 dated 06 May 1997

**NORTHERN CALIFORNIA - BODEGA AND TOMALES BAY** - The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Bodega Bay and Tomales Bay. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

Commander  
USCG GROUP SAN FRANCISCO  
Yerba Buena Island  
San Francisco, CA 94130-5013  
Attn: ATON Officer  
(415) 399-3442

Chart: 18643 LNM 47/96 dated 19 November 1996.

**NORTHERN CALIFORNIA - OFFSHORE EUREKA/EEL RIVER - RESEARCH INSTRUMENT DEPLOYMENT** - The University of Washington has deployed a seabed research array in the waters offshore Eureka, California and the Eel River. The array is located on the Eel River Shelf in approximate position 40°53.3'N, 124°15.2'W in 33 fathoms of water. This array is marked by two unlighted floats consisting of 12 inch spheres and pot markers. Mariners should refrain from conducting trawling or crab fishing operations in this area.  
Chart: 18620 LNM 32/96 dated 06 August 1996.

**NORTHERN CALIFORNIA - EUREKA - GEAR DEPLOYMENT** - The U. S. Geological Survey has deployed three scientific instrument packages off the northern California coast near Eureka. The packages contain sensors and electronic self-contained recording devices to measure currents, waves, tides, and sediment concentrations near the seabed. The systems are located in the following positions: 1) 40°43'21.4"N, 124°25'05.3"W in 63.8 meters of water; 2) 40°41'25.4"N, 124°21'15.0"W in 30.7 meters of water; and, 3) 40°46'23.5"N, 124°21'27.7"W in 59.5 meters of water.  
Chart: 18620 LNM 49/96 dated 03 December 1996.

## BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS -

Questions regarding bridge operations, regulations or permit applications, please contact: Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-6, Alameda, CA 94501-5100 Phone: (510) 437-3514.

**SOUTHERN CALIFORNIA - SAN DIEGO BAY - CORONADO BRIDGE**. The fender on the northwest side of pier 21 has been damaged.  
Chart: 18773

## Bridge Information (cont'd)

**SOUTHERN CALIFORNIA - CERRITOS CHANNEL - FORD (BADGER AVENUE) BRIDGE.** The 150-day bridge closure has begun and will continue **through 02 October 1997**. The Coast Guard published a special operating regulation for this closure in the Federal Register on 20 Nov 1996. The contractor--Kajima Engineering--is contacting local marine interests by fax. If there are any questions or concerns, contact the Coast Guard project officer, Susan Worden, at (510) 437-3514.  
Chart: 18751

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DUMBARTON RAILROAD BRIDGE.** The navigation lights are all extinguished.  
Chart: 18651

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN MATEO-HAYWARD BRIDGE WIDENING.** The Coast Guard has issued Public Notice 11-104a, extending the comment period for the DEIS/R for the proposed widening of the San Mateo-Hayward Bridge (SR-92) **until 12 May 1997**. Interested parties can call the Coast Guard Bridge Section at (510) 437-3514 to receive PN 11-104 and PN 11-104a.  
Charts: 18651, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE - SCAFFOLD STATUS.** Scaffolding is in use on the west bay bridge between piers D and E, and piers A and B. On the east bay bridge, scaffolding is between piers G and M. Scaffolding reduces vertical clearance by as much as 10 feet, and is lighted if left in the channel overnight.  
Charts: 18649, 18650, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - OAKLAND INNER HARBOR - PARK STREET BRIDGE.** Beginning **approximately 12 May 1997**, a 138 ft. by 38 ft. spudded barge will be moored at the Alameda Island side for the Park Street Bridge painting project. The barge will be lighted and marked at night. Scaffolding will run the length of the Alameda leaf, and will reduce vertical clearance by 3 feet. Yellow flashing lights will be at the corners of the leaf. In addition skimmers, circling the barge, will extend 10 feet beyond the Alameda leaf, and will have yellow flashing lights. Unlimited horizontal clearances with only the Oakland leaf operable is 83 ft. Work hours will be 0700T-1900T daily.  
Charts: 18649, 18650, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - OAKLAND INNER HARBOR - FRUITVALE AVENUE HIGHWAY BRIDGE.** The City of Alameda has concluded work on the bridge railings. Bridge is back in normal service.  
Charts: 18649 18650 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN LEANDRO BAY - BAYFARM BICYCLE BRIDGE.** Beginning **12 May 1997 through 15 May 1997**, the bicycle bridge (and adjacent highway bridge) will be unable to open for vessel traffic between 8 a.m. to 5 p.m. during bicycle bridge repair. These bridges are able to open on 12 hour advance notice, however, between 5 a.m. and 8 a.m. and again between 5 p.m. and 9 p.m. but do not open between 9 p.m. and 5 a.m. in accordance with 33 CFR 117.193.  
Charts: 18649, 18650, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CORTE MADERA CREEK - U.S. 101 BRIDGE.** Through **May 1997**, CalTrans is disassembling one trestle immediately east of the southbound entrance ramp, and assembling another immediately west of the southbound entrance ramp. Horizontal clearance past all trestles is 33 feet. The main navigation openings may be briefly spanned to transport materials, at which time vertical clearance is 2 ft. at Mean High Water. The spans can be removed on half-hour advance notice by calling (415) 332-9680 or pager (510) 442-2060.  
Charts: 18649, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - PETALUMA RIVER - BLACKPOINT STATE ROUTE 37 FIXED BRIDGE.** All navigation lights at the bridge are operating.  
Charts: 18652, 18654

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - NAPA RIVER - MARE ISLAND CAUSEWAY.** The bridge will be closed to vessel traffic **from 0600T until 1600T on 20 May 1997**, due to repairs and inspection.  
Charts: 18652, 18654, 18655

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - STATE ROUTE 37 BRIDGE.** Seismic retrofit of the bridge continues. A floating walkway extends approximately 700 ft. from the west shore, and is marked. A spudded barge (call sign GC 26) is on scene and lighted, and is not in the main navigation channel at night. A work trestle is under construction extending from the east bank out to the piers at the main channel. Construction is expected to continue **through December 1997**. For further information, call Mr. Jim Durnford at Fletcher General Construction (707) 643-9588.  
Charts: 18652, 18654, 18655

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CARQUINEZ STRAIT - BENICIA-MARTINEZ HIGHWAY BRIDGE.** CalTrans has commenced maintenance work with scaffolding, **0900T to 1500T, Monday through Friday, which will continue until 23 December 1997**. Scaffolding and attached hoses will reduce vertical clearance approximately 6 feet, and can be removed from the channel for vessel passage with 20 minutes notification.  
Charts: 18652, 18656, 18657

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER - STOCKTON VIADUCT.** Caltrans has begun seismic retrofitting at the Stockton I-5 Twin bridges. Scheduled completion time of work is **end of June 1997**. A barge will be required, and will reduce the horizontal clearance 30 feet. The barge will be lighted and marked, and removed when not in use. Little or no encroachment below the bridge soffit will occur during the retrofitting.  
Chart: 18661

**NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - THREE MILE SLOUGH - THREE MILE SLOUGH SR 160 VERTICAL LIFT BRIDGE.** Two one-day temporary closures of the bridge navigation span will be needed **from 0700T until 1530T on 22 and 23 May 1997**. At other times, scaffolding and platforms, hung from the deck at piers other than the main navigation opening, will not impede the bridge from opening. No horizontal or vertical clearances reductions will occur in the main navigation opening.  
Chart: 18661



## Bridge Information (cont'd)

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - "I" STREET UPRR BRIDGE IN SACRAMENTO.** A log is stuck in the center of the Sacramento River Channel, approximately 50 feet north of the I Street Bridge. Mariners are advised to proceed with caution transiting the area.  
Chart: 18662

**NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - STEAMBOAT SLOUGH - GRAND ISLAND BASCULE BRIDGE.** CalTrans has commenced seismic retrofit of the bridge, and will continue **until mid-June of 1997**. Work will begin on the south leaf, which can open on 15 minutes advance notice to allow deeper draft marine construction equipment and repair barges to pass. At all times one leaf will remain in service to vessel navigation, and the inoperative leaf will be flagged with red lights placed every 30 feet. Horizontal clearance at the waterline with one leaf in service is 100 feet. Vertical clearance past the inoperable leaf is 21 ft. above Mean High Water, and 24 ft. above Mean Lower Low Water.  
Charts: 18652, 18662

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - SACRAMENTO BARGE CANAL.** Construction continues on the new Industrial Boulevard Bridge upstream of the Port of Sacramento Turning Basin. A temporary trestle extends across the waterway, providing approximately 6 ft. vertical clearance above Mean High Water, 27 feet horizontal clearance between pile bents. The main navigation opening has been marked with yellow flashing lights. A boom has been placed to help direct vessels past the navigation opening. Work is expected to continue **through mid-May 1997**.  
Chart: 18662

**NORTHERN CALIFORNIA - HUMBOLDT BAY - EUREKA SLOUGH - U.S. 101 BRIDGE.** CalTrans is painting the bridge. Vertical clearance under the bridge is reduced by approximately 7 feet. A barge will also reduce the horizontal clearance by approximately 20 feet during the daytime. Work should conclude **by approximately 15 May 1997**.  
Chart: 18622

## **VIII. CORRECTIONS TO LIGHT LIST, VOLUME VI: PACIFIC COAST AND PACIFIC ISLANDS 1996:**

**None.**

## **IX. ADDITIONAL ENCLOSURES**

Enclosure (1)- Monterey Bay National Marine Sanctuary

H. H. SHARPE  
Chief, Aids to Navigation and  
Waterways Management Branch  
Eleventh Coast Guard District

## Monterey Bay National Marine Sanctuary

California - Central Coast - The Monterey Bay National Marine Sanctuary, the largest by volume of its kind in the country, includes over 5000 square miles of coastal and ocean waters off the central California coast. It spans over 300 miles of coastline from Cambria to Point Reyes, and extends as much as 50 miles offshore. The area was given sanctuary protection in recognition of its dramatic underwater geology and topography, its floral and faunal diversity, its abundant and distinct commercial fishery, and its standing as an important research site. Monterey Bay itself supports diverse bird species and several endangered marine mammals, including the California gray whale, humpback whale, and the California sea otter.

Virtually all vessel types, including tankers, container ships, towing vessels, fishing vessels, and recreational craft, currently transit the sanctuary. Though most tankers voluntarily remain 50 miles or more offshore during their coastal voyage, most other commercial shipping transits closer to the coast.

When engaged in transit of the central California coast, all vessels carrying oil or hazardous materials as cargo, or those carrying large volumes of bunker fuel, are urged to transit as far from shore as weather and operations permit, and in any event navigate with particular caution, with due regard for the devastating consequences of spilled oil in the Monterey Bay National Marine Sanctuary.